

BR CORRIDOR SECOND [Now SK(O)] MKI 24127

24127 was outshopped from BR's Derby Works in 1951 to Diagram 145 under Lot No. 30002 in a batch of Corridor Second's (SKs) numbering 24000 to 24179. As built, the coach had 8 compartments off a side-corridor with end and centre doors each side of the vehicle. Total seating capacity was designed for 48 passengers with two toilets situated at one end. It weighed 33.5 Tons and was fitted with vacuum brakes and steam heating. Electric heating was added around 1975.

On Thursday 14th February 1985, the Trust purchased SK 24127 from where it was lying in Bristol Marsh Junction yard. Before ultimate withdrawal, it's last Western Region allocation was Cardiff Canton although earlier in it's working life it had been a Midland Region vehicle.

This coach was purchased originally by The Southern Steam Trust with the specific aim of converting it into a coach more easily accessible for those less able-bodied. A special fund was established to purchase and alter a coach for this purpose and bring it to Swanage.

It was moved from Bristol to the former rail-connected coal sidings of Central Electricity Generating Board's Rye House Power Station near Hoddesdon in Hertfordshire. This plant was built in 1953 to a design by Sir Giles Gilbert Scott. Trust members were given special permission to enter the site, as power generation had ceased three years earlier on 1st November 1982, enabling work on the conversion scheme to commence.

This involved removal of four compartments and both toilets creating an open area which had the original linoleum lifted to be replaced by modern, bright vinyl flooring. New interior roofing and side panelling was installed as well as an accessible toilet facility near the centre of the coach which backed on to the central entrance vestibule. Any remaining electric train heating equipment was removed reverting SK 24127 to steam heated only.

Some bodywork was removed each side, with changes to the structural framework, so that third-width additional doors could be added. This extra width each side allowed platform ramps to be used for access by wheelchairs, etc. Various organisations and individuals raised funds for this work and subsequent maintenance.

It was used for many years but, in the early 2000s some rust problems started to appear under windows, doors, etc. It was stored for a while at Corfe Castle awaiting it's turn in the restoration queue. However, it was back in service by May 2010.

Unfortunately, at the time of writing (2021), the coach is not in regular service again although it does sometimes get an outing in Galas, etc.